

September 2009

Air HANDS

MAGAZINE OF THE U.S. NAVY



PREY STATION: FIRE SCOUT



[On the Front Cover]

An MQ-8B *Fire Scout*, unmanned aerial vehicle, hovers above the flight deck of USS *McInerney* (FFG 8). *McInerney* is preparing to use *Fire Scout* to assist with counter-drug operations during an upcoming deployment to Latin America

Photo by MC2 Alan Gragg

[Next Month]

All Hands brings you the annual "Any Day in the Navy" issue.

[Departments]

Around the Fleet — 6

This Just In — 34

Something to Think About — 36

Focus on Service — 38

History — 40

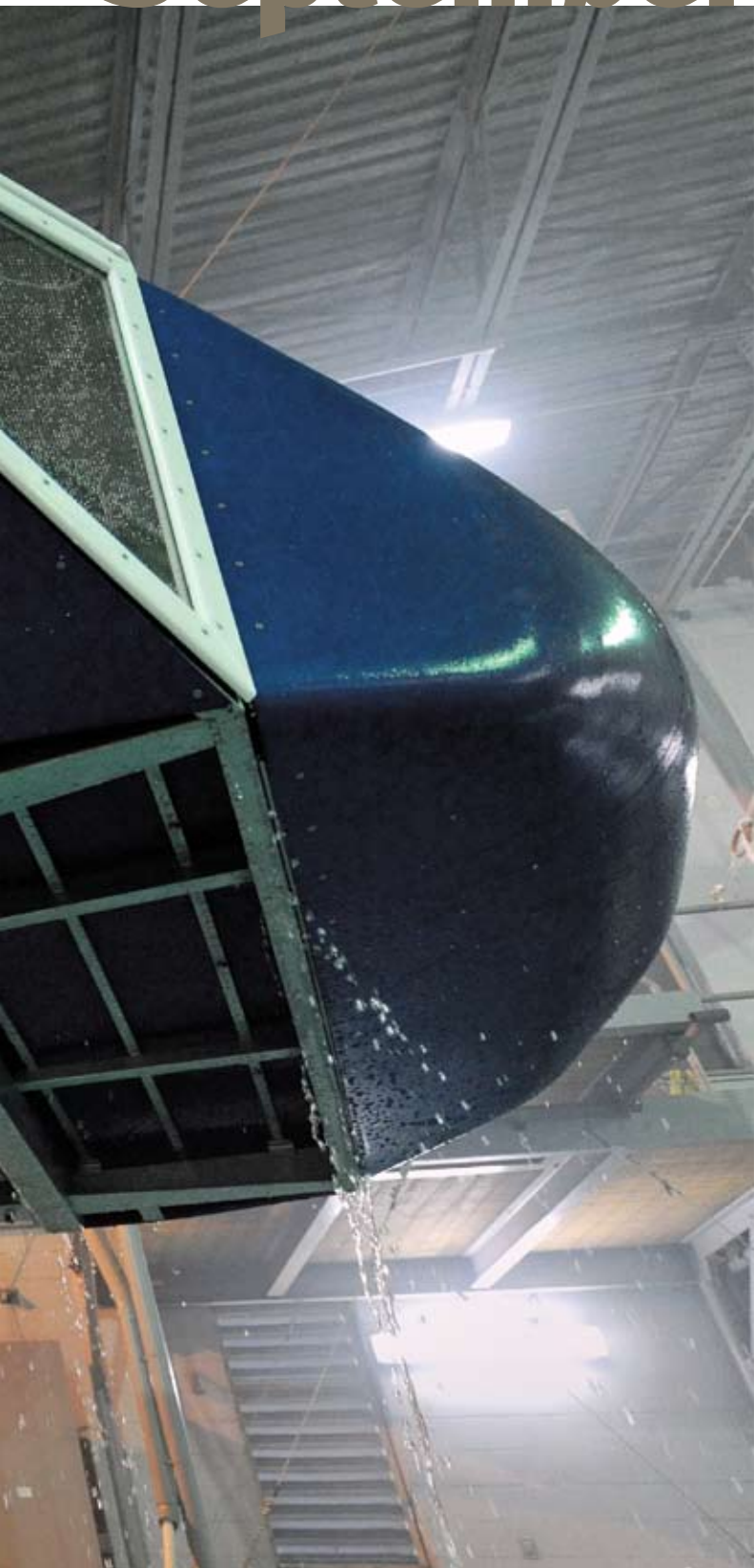
14 Survival Skills

Water quickly rises. It creeps under their helmets as their eyes close. Then, there's no breath left. For these students, it's just another day of underwater egress training in the new dunker at Aviation Survival Training Center, Jacksonville, Fla.

Photo by MC1 Shannon Renfroe



September



22 Prey Station

Fire Scout is ready for its first operational deployment. The small rotary wing unmanned aircraft system resembles something from a science fiction movie, but these systems are quickly becoming an integral part of the future of naval aviation.

Photo by MC2 Alan Grag



26 USS *Mesa Verde* (LPD 19)

The newest ship in her class has improved speed, strength and maneuverability. She is designed to transport Marines anywhere in the world and to account for the Marine Corps mobility triad: Ospreys (V-22s), advanced amphibious vehicles and landing craft air cushions.

Photo by MC3 Stephen Oleksiak



Speaking with Sailors

Master Chief Petty Officer of the Navy MCPON(SS/SW) Rick D. West

HOOYAH CHIEFS!

More than 10,000 chief petty officer (CPO) anchors will be pinned to the collars of a new generation of Navy leaders Sept. 16. It will be an event our new chiefs will never forget. It also serves another very valuable purpose.

Photo by MC1 Jennifer A. Villalobos



didn't wait for their chief to suggest a collateral duty. They went out and found it. They sought out tough jobs and opportunities to excel, and they had high performance and grooming standards for the Sailors assigned under their charge. The Sailors who realize nothing is given to you in our great Navy are those who rise the quickest, earn it!

Pinning ceremonies are not just for the chief's mess, the new CPOs or even their families. We

A CPO pinning reminds those of us who already wear anchors what it takes to become a CPO. We remember the weeks leading up to our own pinning and the years of hard work that got us selected in the first place.

Sept. 16 is also the culmination of the CPO induction process. Hopefully, the men and women who go through it will look back at induction as the most challenging and most rewarding six weeks of their careers. It's meant to be stressful, difficult, at times humbling and always focused on the responsibilities of the CPO.

Induction is necessary, and our Navy gets it. That's why our leadership allows it to continue. It's why commanding officers let their best first class petty officers spend more than a month learning how to be chiefs, even if that moves them away from their work centers for several hours per day.

The work began for our new chiefs well before this summer though. Each of them proved that they know how to lead Sailors and that they are technical experts. Those are things they demonstrated to the selection board.

There's something else they've proven to the rest of us though, and this is a lesson for every Sailor in our Navy.


Our newest chiefs took it upon themselves to get where they are. They didn't depend on anyone else to make sure their records were up to date. They

want the entire Navy to witness these events because if you're striving for anchors, there is no greater motivation than watching what will occur on Sept. 16.

When it's over, and when your new chief heads back to the deckplates, I'd like you to seek them out. Ask them how they did it, how they reached their goal. I'd be willing to bet they'll tell you the same thing I just did. Work hard. Lead. Challenge Sailors to be better and sharper every day. But at the same time, look after yourselves. No one is going to work as hard for your success as you should.

It's been a long summer for our new chiefs. Congratulations to all of you and welcome to the world's greatest chief's mess. As hard as it was to get here, it gets even more challenging now. Take my word on that. More is expected of you. Our Navy expects more, and our Sailors do, too.

Sept. 16 will mark my 20th anniversary as a chief petty officer, and nothing I've accomplished over the course of my career equals the pride I felt the first time I wore anchors. I know our new chiefs feel the same, and I congratulate each and every one of you.

HOOYAH chiefs! Now it's time to **ANCHOR UP** shipmates! 

ALL HANDS

Number 1110 • September 2009
www.navy.mil

Secretary of the Navy
The Honorable Ray Mabus

Chief of Naval Operations
Adm. Gary Roughead

Chief of Information
Rear Adm. Dennis Moynihan

Director
Defense Media Activity-Anacostia
Capt. David E. Werner

Chief of Production
Richard D. Welsh

Chief of Publishing
Lt. Ligia I. Cohen

Deputy Chief of Publishing
Lt. j.g. Reagan Balsamo

EDITORIAL

Editor
Marie G. Johnston

Assistant Editor/LCPO
MCCS(AW/SW) Ernest W. Frazier

Photo Editor
MC1(AW) R. Jason Brunson

Editorial Staff
MC2(SW) William Blake
MC2 Shannon Renfroe
MC2(SW) Elizabeth Vlahos
MC2(AW) Jonathan W. Hutto Sr.
MC2(SW/AW) Jhi Scott
MC2(SCW) Brian Coverley

LAYOUT & WEB DESIGN

Design + Project Management
Richard Rabil, Julie Dorman,
Diana Flores, Tory Hobson

Printing
Universal Printing Company
GPO Printing Specialist
Robert Coates

All Hands (USPS 372-970; ISSN 0002-5577) Number 1110 is published monthly by the Defense Media Activity - Anacostia, Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-1800. Subscription prices \$45 (domestic)/\$54 (foreign); \$7.50 (single copy domestic)/\$9 (single copy foreign). **Postmaster:** Send address changes to All Hands, Defense Media Activity - Anacostia Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. **Editorial Offices:** Send submissions and correspondence to Defense Media Activity - Anacostia Production Department, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: allhandsmag@dma.mil Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

What are YOU *prepared* for?



To Do List

- ☒ PICK UP SCHOOL SUPPLIES
- ☒ CHANGE OIL IN THE CAR
- ☒ STOP MAIL DURING VACATION
- ☐ CHECK FLASHLIGHT BATTERIES
- ☐ MAP OUR EVACUATION ROUTE
- ☐ PRACTICE FAMILY EMERGENCY PLAN
- ☐
- ☐
- ☐
- ☐
- ☐
- ☐
- ☐



Around the Fleet

MCPON Testifies Before Subcommittee on Military Personnel

The master chief petty officer of the Navy (MCPON) recently testified before the House Armed Services Committee, Subcommittee on Military Personnel and was asked about the current status of programs affecting military families.

MCPON(SS/SW) Rick D. West appeared with senior enlisted leaders from the Marine Corps, Army and Air Force in the two-hour hearing. He told the committee that he has found during his career that operational readiness is often directly affected by family readiness.

“Our family members, those men, women and children who support our Sailors, are both brave and strong. They are resilient and resourceful, and

without a doubt, they are every bit as dedicated and patriotic as those of us who wear the cloth of this great nation. They, more than anyone, fully understand, that when their loved ones cross the brow of a Navy ship or deploy with one of our many units or squadrons, they become mom and dad, auto mechanic, handyman and financial manager.”

West emphasized his belief that the Navy is doing well in support of families, but

communication from within the Navy needs to improve. He said specific focus needs to be on family members who depart fleet concentration areas when their Sailors deploy, distancing themselves from the traditional means of Navy support.

West said he considers it his responsibility, along with other policy makers in the Pentagon and on Capitol Hill, to ensure Navy families are well taken care of.

“It is a function of leadership to ensure our families are given the kind of quality of service they deserve. In doing so, our Sailors have peace of mind and the ability to focus on their jobs knowing their families are safe and secure.”

West discussed Navy initiatives regarding on-base child care and the strength of Fleet and Family Support Centers (FFSCs). When referring to the FFSCs, West said that they promote self-reliance, but that doesn’t mean the staff is not standing at the ready to assist.

Prior to answering questions from the subcommittee, each senior enlisted leader provided a short opening statement. West concluded his by restating his admiration for the Navy family.

“Our families have learned to live with the anxiety of war and the stress of the military lifestyle. We understand and accept it. But that doesn’t mean leadership shouldn’t continue to do whatever we can to lessen that stress, for I firmly believe that how we support the families of those we send in harm’s way defines us as a nation.”

Story by MCCS(SW/AW) Bill Houlihan, Office of the Master Chief Petty Officer of the Navy, Washington, D.C.

Program Eases Transition for Wounded Warriors, Families

The Recovery Care Program (RCP) at National Naval Medical Center (NNMC), Bethesda, Md., is working to improve the way care is delivered to wounded, ill and injured service members and their families.

Service members must be evaluated after an injury, whether they are injured in a car crash in the United States or on the battlefield overseas.

“The RCP is the one-stop shop,” said Susan Roberts, deputy director care coordinator for the Transition Policy and Care Coordination Office. “The program is designed to have one point of contact to help the service member and their family through the system of care.”

Recovery care coordinators (RCCs) help guide eligible service members along their road to recovery, whether they transition back to full duty or civilian life. RCCs also work with a team of medical and non-medical care case managers, the federal recovery coordinator and other care providers supporting the recovering service member.

“As an RCC, I listen to what a Marine wants, find out what their goal is and then help them achieve that goal,” said Kassie Claughton, a Marine Corps RCC at NNMC. “I help them realize that none of it is impossible. Patients have to understand there are certain steps that have to [be] taken to [achieve] recovery, but anything can be accomplished.”

To make a transition smooth and help the service members’ family, RCC depends on their counterparts from the other



Photo by MCJ Jennifer A. Villalobos

▲ Master Chief Petty Officer of the Navy (MCPON) Rick West testifies before the House Armed Services Committee, Subcommittee on Military Personnel at the Rayburn House Office Building, Washington, D.C. West appeared before Congress with Sgt. Major of the Army Kenneth Preston, Sgt. Major of the Marine Corps Carlton Kent and Chief Master Sgt. of the Air Force James Roy.

services and the NNMCC Casualty Affairs Office.

"The casualties affairs office has eyes on the patient from the moment they get to the military treatment facility in Landstuhl, Germany," said Lt. Cmdr. Tod Hazlett, casualty affairs officer for NNMCC. "When they get here, they [receive] their administrative and family care, and we make sure that we're the umbrella for everything that goes on with the patient for both administrative and clinical care."

Hazlett said the casualty affairs office works in conjunction with the RCC and acts as the foundation for the service liaisons.

"We make certain that all of the families' basic necessities are taken care of while they're here," Hazlett said. "Nothing is too big or too small - whether it's lodging, food, transportation, medication, clothing, day care."

Hazlett said the RCP is instrumental and assures patient- and family-centered care.

Other programs available to service members include the Navy's Safe Harbor Program, the Army's Wounded Warrior Program and the Marine Corps' Wounded Warrior Regiment.

The RCP started at the four major medical treatment facilities: NNMCC, Walter Reed Army Medical Center, Naval Medical Center San Diego and Brook Army Medical Center, San Antonio. There are currently 147 RCCs in 27 states.

Roberts noted it is important for people to ensure every Sailor and family member gets the care and support they need. **S**

Story by MC2(SW) Jason Turner, NNMCC, Bethesda, Md.

Fathers Pin Newest Qualified Submariners: USS Georgia Tiger Cruise

Crew members of the Ohio-class guided missile submarine USS Georgia (SSGN 729) (Blue) had a rare opportunity to invite family members and friends on an overnight tiger cruise.

More than 40 family members and friends traveled from all over the United States, including Alaska, Texas and California, to meet the crew at Port Canaveral, Fla.

Retired Air Force Tech. Sgt. Jerry Parks traveled from Mississippi to observe his son, Machinist's Mate 3rd Class (SS) Courtney Blake, in action.

"This is overwhelming, and I am so proud of my son," he said.

Four members of the crew were presented their submarine qualifications during the tiger cruise. Three members who were able to have their fathers pin their dolphins on them while underway included Lt.j.g. Trey Kennard, Lt.j.g. Andrew Lichenstein, and Electronics Technician 2nd Class (SS) Stuart Kirchoff.

"Being able to be part of the pinning ceremony for my son's 'Dolphins' is one of the highlights for a father," said Towney Kennard, Jr. of Raleigh, N.C. "Boy, is his mom really going to be upset that I got to pin his Dolphins on."

James Kirchoff of South Lyons, Mich., was overjoyed to visit his son and participate in the pinning ceremony. "This is the proudest day of my life."

The tigers participated in activities that allowed them to see what their Sailors will be doing during Georgia's deployment. This will be the sub's maiden deployment since the boat's conversion from a ballistic missile

Crane Inspector Prevents Mishaps, Receives NAVFAC STAR Award

Naval Facilities Engineering Command (NAVFAC) Southeast Crane Inspector Danny Williams of Public Works Department (PWD) Mayport was recently presented the Safety Through Awards and Recognition (STAR) incentive program award.

The STAR incentive program recognizes individuals and groups that make significant contributions to the command's safety program. It recognizes effort above and beyond minimum performance, specifically in a manner that reduces mishaps and thereby contributes to current and future readiness.

Williams, on multiple occasions, recognized potential problems and took action to prevent the opportunity for mishaps and protected the Navy's interest.

"Thanks to Danny's continued diligence and dedication, he has protected the Navy's interests," said Dr. David Folk, NAVFAC Southeast safety and health manager. "It's an honor to make Danny Williams the first recipient of the NAVFAC Southeast STAR Award."

Williams voluntarily conducted an inspection of cranes and identified safety discrepancies which prompted the contractor to service them before use. These findings have prompted further improvements in the uses of the cranes on the NAVFAC Southeast site.

Dedicated employees, such as Williams, provide NAVFAC customers with the highest level of trust and exemplify the principles of the Navy Ethos.

Story courtesy of NAVFAC Southeast, Jacksonville, Fla.



submarine to a guided-missile submarine in 2008.

"In a world influenced by television, radio and the internet, this is our unfiltered way of showing and telling what we do for our families," said Lt. Cmdr. Noel Gonzalez, executive officer of Georgia's (Blue) crew.

Tigers were given qualification cards and welcome aboard packages, all means of introducing family and friends to life as an SSGN Sailor. They toured work centers aboard the submarine, such as control, the bridge, torpedo room, the galley, battle management center and sonar.

"The Sailors are away from the world and to be able to come down into their world is quite an experience," said Danny Yeager,

a tiger cruise participant. "I think it's phenomenal that they've taken the time out to show civilians what it is they do and explain how it works."

A number of the Sailors wanted to share the at-sea experience with friends and family, including Lt. Cmdr. Aaron Peterson, the boat's engineering officer, who had one tiger aboard.

"After nine years of hearing what I do on submarines, the tiger cruise gave me the chance to really show my dad my job when we are at sea," Peterson said. "My father has seen the boat in port, but it is an entirely different thing to see the ship operate at sea." **S**

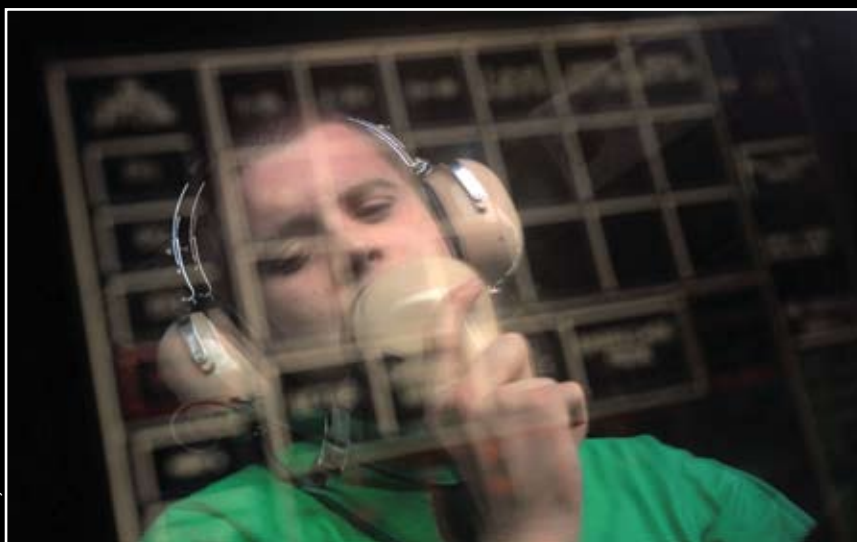
Story Courtesy of Commander Submarine Group 10, Kings Bay, Ga.

Around the Fleet



ASAN Anthony Hammond, from Ft. Washington, Md., assigned to the aircraft intermediate maintenance department at Naval Air Station Sigonella, performs tungsten inert gas welding during a training evolution. NAS Sigonella provides logistical support for the U.S. 6th Fleet and NATO forces in the Mediterranean.

Photo by MC2 Jason T. Poplin



▲ **ABE3 Nathan Scharf** communicates with arresting gear engine room personnel as he looks at the flight control screen in the primary flight control tower aboard *USS Ronald Reagan* (CVN 76) in the Gulf of Oman.

Photo by MCSN Oliver Cole



▲ **Kaitlynn Walker** places her hand on the glass casing of a plasma ball at the Hampton Roads Naval Museum in Norfolk. Walker is a participant in Drug Education for Youth (DEFY), a weeklong program designed to provide students awareness about the dangers of drugs and alcohol.

Photo by MC3 John Sullis



▲ **HM2 Porfirio Nino**, assigned to Maritime Civil Affairs Team (MCAT) 104, plays with local children from the Bunyamanza village in Rwanda. MCAT-104 visited Rwanda to observe civil-military operations throughout the country. The team is deployed to Combined Joint Task Force-Horn of Africa to build lasting relationships with African partners and conduct civil affairs activities.

To be considered for the "Around the Fleet" section, forward your **high resolution images** with full credit and cutline information, including **full name, rank and duty station** to: navyvisualnews@navy.mil

Directions on how to properly submit photos can be found at www.navy.mil/photo_submit.html

Mail your submissions to:
Navy Visual News Service
1200 Navy Pentagon, Rm. 4B514
Washington, D.C. 20350-1200

Click on the **Navy's** home page, www.navy.mil, for fresh images of your shipmates in action.

New Office Eases Reserve, Active Transitions

The Navy recently announced the establishment of the Career Transition Office (CTO) to assist Sailors transitioning between the Navy's active and Reserve components.

"The overall goals of the CTO are to ease the transition of personnel into active-duty and Reserve billets, decrease transition processing times and error rates and increase Reserve affiliation among qualified Sailors leaving active duty," said Vice Adm. Mark Ferguson, chief of naval personnel.

The CTO was established under the Navy's continuum of service initiative. It's designed to develop flexible service options to meet Sailor's individual career objectives.

"The Navy Reserve offers excellent opportunities for Sailors to continue their Navy careers while pursuing their goals in the civilian world. By reaching out to those Sailors leaving active duty, the CTO will help them make informed decisions about the options available to them in the Navy Reserve. Navy Reservists often claim they have the best of both worlds," said Vice Adm. Dirk Debbink, chief of Navy Reserve.

According to NAVADMIN 229/09, the first of three spirals is to be phased in during the next 14 months. The CTO is focusing on the 1,700 officers who depart the Navy annually. The CTO seeks to increase the number of departing officers who affiliate with the Reserve which will further fortify the Reserve component with experienced Navy veterans.

Spiral 2 will address enlisted personnel transitions, integrations with Career Management System Interactive Detailing and Sailors separating

due to Perform to Serve. Spiral 3 will address Reserve component to active component flow.


"We are reaching out to officers every day. We talk to officers in Iraq, Japan, Germany and while on deployment at sea. Regardless of where you are in the world, we can help you," said Ensign Andrea Fallas, a Reservist recalled as a transition assistant assigned to the CTO.

Benefits for Reserve affiliation include inexpensive medical and dental coverage for Reservists and their families, up to a \$20,000 Reserve reenlistment bonus, up to \$75,000 in special pay for officers and additional training if rating conversion is offered. Reservists also maintain base exchange and commissary privileges.

Additionally, Sailors departing after six years of active duty who are eligible for the Post-9/11 GI Bill may be eligible to transfer education benefits to their spouse or children by incurring and completing the four-year additional Armed Forces service requirement in the Navy Reserve.

The Navy Reserve offers a two-year deployment deferment for Sailors who join the Reserves within six months of leaving the active component. Sailors who affiliate with the Reserves after six months, but within one year of leaving active duty, qualify for a one-year deferment from involuntary mobilization.

Future program plans for the CTO include managing all enlisted personnel by directing active-to Reserve transitions, centralizing administrative actions in processing and streamlining non-mobilization Reserve-to-active-duty transitions.

For more information, read NAVADMIN 229/09 and visit the CTO Web site at www.npc.navy.mil/CareerInfo/Transition/. 

Story by MCC(SW) Maria Yager, Navy Personnel Command, Millington, Tenn.

Around the Fleet

▼ Members of a Navy honor guard carry the remains of Capt. Michael Scott Speicher to All Saints Chapel at Naval Air Station Jacksonville in Jacksonville, Fla. Speicher was killed when his F/A-18 *Hornet* was shot down over Anbar Province, Iraq on the first day of offensive operations during *Desert Storm* on Jan. 17, 1991.



Photo by MC1 Leah Stiles



Photo by MC2 Byron C. Linder



Sailors aboard USS *Hawaii* (SSN 776) work to secure lines as the submarine moors pier side in Pearl Harbor. The sub can support many missions, including anti-submarine warfare; anti-surface ship warfare; strike; naval special warfare with special operations forces; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare.

Photo by MC1 Sarah Murphy



◀ **FC2 Chaung Pha** of Sacramento, Calif., explains the functions of USS *McCampbell's* (DDG 85) Close-In Weapons System to Royal Australian Navy sailors assigned to HMAS *Newcastle* (FFG 06) as part of a personnel cross-deck exercise series.



Photo by MCSA Marcos Vazquez

▲ **Sailors man the rails on the flight deck of USS *George Washington*** (CVN 73) while transiting through Manila Bay, Philippines. *George Washington* is deployed supporting security and stability in the Western Pacific ocean.

Storekeeper, Postal Clerk Training Helps Sailors Transition to New Rating

U.S. Fleet and Industrial Supply Center (FISC) Yokosuka recently concluded its first weeklong specialized training program and introduced postal clerks (PCs) to fundamental storekeeper (SK) knowledge in advance of the upcoming merger into the new logistics specialist (LS) rate.

The name change to logistics specialist will be official in October 2009.

"The training is very vital because we are going to be performing a totally different function from what we have ever done before," said Chief Postal Clerk (SW/AW) Daniel Miller.

FISC Yokosuka Regional Postal Manager Dale Pinchart said postal clerks traveled from all corners of FISC Yokosuka's Area of Responsibility (AOR), which stretches across the Western Pacific.

"Currently, 30 postal clerks are going through the training. They came from Hong Kong, Korea, Guam, Sasebo, Okinawa, Atsugi, Yokohama and Yokosuka," said Pinchart.

To address the potential challenge presented by this wide AOR, senior SKs will attend centralized training and create a mobile training team (MTT).

"There are still 100 others [PCs] throughout the FISC Yokosuka region who need this training," said Pinchart. "However as everyone knows the mail never stops, so we could not shut down operations to allow all to attend at once; that is where the MTT will hopefully come into play."

The first LS advancement exam will be administered January 2010. The greater volume of its content will be devoted to conventional SK knowledge.

"I understand some postal clerks are discouraged that the exams contain only 10 percent postal training, but just like everything else, it falls on them to be proactive rather than reactive," said Miller.

Miller also attended the classes as a student.

"When we integrate with the storekeepers and become logistics specialists, this course, together with on-the-job training, will make the transition a lot easier," said Miller.

Miller believes success for PCs in the new LS rate is all about personal initiative.

"Going into a new rating is going to take a little time, but as long as you apply yourself and study the basics, you have every opportunity to grow with that," said Miller. "Take it upon yourself, and you are going to do fine."

The PC training course has already been offered in locations such as Norfolk and San Diego.

"The feedback we have received has been positive," said Pinchart. "Most agree there is a lot of information to digest, but it is well worth the time but nothing will take the place of on the job training."

The training for PCs eases the transition to the new LS rate and remains consistent with the Master Chief Petty Officer of the Supply Community Command Master Chief, Master Chief (SW) James Collins' message earlier this year.

"We're going to make sure that they [PCs] have every opportunity to excel, both through advancement and where they are being stationed," said Collins. "We won't let them fail. We will adjust things as we go through the process to make sure this merger is as successful as possible." ■

Story by Blake Vives, U.S. Fleet and Industrial Supply Center, Yokosuka, Japan.

SAILOR OF THE YEAR



Atlantic Sailor of the Year

Aviation Electronics Technician 1st Class (AW/SW) Robert L. Barber

Start of Service: December 1995

Hometown: Albany, Ga.

High School: Worth County High School, Sylvester, Ga.

"I would tell every new recruit to make the most of every day. Don't come in with the attitude that you're going to do a certain amount of years and that you're going to leave. You need to come in and give it your all."

"Take the hard jobs, because those are the ones that'll keep this job refreshing and will keep it new."

Reserve Sailor of the Year

Aviation Warfare Systems Operator 1st Class (AW/NAC) William J. Frost

High School: Friendly High School, Fort Washington, Md.

Duty Station: Helicopter Combat Support Special Squadron 85, San Diego.

"The biggest thing that I've gotten out of the Navy is really the people that [I've met]. The people are what have gotten you to any point that you have achieved in your naval career. And just working with those people, any day you're learning something new. And learning something new from the people around you is probably the most rewarding part of the job."

"The Sailors of the future are what's going to carry the Navy into the future. So it's important that we grasp a hold of these Sailors and hone them the best that we can because one day we're going to have to entrust that they're going to keep the spirit of the Navy. The honor, the courage, the commitment. Those core values will continue on into the future."



Pacific Sailor of the Year

Aviation Structural Mechanic 1st Class (AW) Christopher E. Green



Start of Service: January 1992

Hometown: Tucson, Ariz.

High School: Bisbee High School, Bisbee, Ariz.

Duty Station: Strike Fighter Squadron VFA-41, NAS Lemoore, Calif.

"The definition of the word shipmate cannot be expressed to anyone except to the people who experience it firsthand. The camaraderie is unbelievable."

"If it comes up, and they say never volunteer yourself for anything. If you never volunteer to do it, then you're not going to get the experiences. We all volunteered to enter. Why would you stop?"

Shore Sailor of the Year

Hospital Corpsman 1st Class
(SW/AW/FMF) James Nicholson

Start of Service: December 1997

Hometown: Bremerton, Wash.

Education: Associate of Science,
Vincennes University, Vincennes, Ind.
Bachelor of Science in Organizational
Leadership, National University

"I realized right after high school that a lot of people were doing things just to serve themselves. I didn't know exactly what I wanted to do with my life, but I thought I needed to do something bigger than me, and serving my country seemed like the best thing to do."



"I've been blessed enough to have a lot of really good mentors. And when I say good mentors, it's those that don't always pat me on the back, but steer me in the right direction and make me do more. I've learned in my time that leadership is not an excuse to do less, it's an opportunity to do more. And every time that I've done just a little bit that I think I should be proud of, they convince me that I need to do a little bit more to take care of my Sailors."



Survival



Skills

Story and photos by
MC2 Shannon Renfroe

Click. The last buckle snaps into place. Fear competes with silence while breaths grow rapid. Knuckles whiten from clutching the chair sides in anticipation of the violent ride.

Everyone stand by!

Heads bow and chests lift for a last breath of air as the aircraft finds its fate in the frigid dark waters below. The water rises without remorse, creeping under helmets while eyes squint shut. No breath left, what next?

This is just another day of underwater egress training at the Aviation Survival Training Center (ASTC), Jacksonville, Fla. ASTC Jacksonville is the last center Navywide to have the new 9D6B Modular Egress Training System (METS), which replaced the former drum-style 9D5. The 9D6B is designed to increase survivability among aviators and air crewmen.

"This new dunker provides enhanced training realism," said Lt. Evan Sleipness, ASTC division officer. "The old dunker looked like a big oil drum, and it worked for giving students confidence in getting out of the water, but with this new dunker we can customize the seats so it looks like different platforms."

Students huddle together to make sure everyone is accounted for while waiting for other classmates to get through the final "dunk" and lap swim during the simulated storm.



▲ **HM1 Sean Long goes over safety procedures** with a group getting ready to board the new 9D6B Modular Egress Training System. Safety is continuously emphasized throughout training.

The 9D6B uses a five-point harness which makes all the difference to train versus the old quick-release lap belts. The five-point harness is what aviators use in their actual aircraft.

The 9D6B METS is a modular design that allows chairs to be reconfigured to look like different types of aircraft. This assists the aviators in having realistic training for the type of aircraft they would normally fly. The escape procedure through hatches is also designed to be more hands-on.

“The older model did not have door handles and latches similar to what you find in the aircraft, so they wanted to build a model to where when you were under the water you could actually move that device and punch out the window to give you more simulation,” said Senior Chief Air Crewman (AW/SW) Mark Schuelke. “Before, the windows were just open ... there were no hatches so to speak.”

The water survival course is taught in two parts. The first day includes a welcome aboard brief from the officer of the deck. The brief includes an explanation of safety features around the school house and a review of human stress factors and the physiological aspects of flying. The first day also provides lessons on the hyperbaric chamber, first aid and parachute landing falls. It’s during the second day of

training that the pool is filled with nervous aviators awaiting their dunker ride.

“I’ll be honest, there was a lot of anxiety of not knowing what was going to happen and in what context,” said Lt. Dan Labyak of Patrol Squadron 62. “They train you, but that rush of water, the timing of holding your breath, the sensation of being held upside down, of other crew members around you and knowing your mission is to escape safely; it’s a pretty dramatic environment down there.”

Sailors and naval aviators have attributed the training to saving lives, especially in compromising situations.

“I do know that I’ve spoken to some of the other folks coming through. They’ve been in situations and said this particular type of training is what saved them,” said Tim Foreman, ASTC instructor.

The training is important for anyone in uniform or out.

“Even if we’re not in the Navy, and we’re out just fishing, and you see something happen,” said Lt. j.g. Matthew Keidel, an ASTC student. “You can take what you learned here and put it in the civilian aspect to survive if something happens. This definitely helps us not only in the Navy but also outside the Navy.”

The teaching method for the course is called “crawl, walk, run.” There are several devices, such as the Shallow Water Egress Trainer (SWET) and Shallow Water Initial Motor Memory Egress Release (SWIMMER), that aviators complete before coming to the final dunker evolution.

Reference points are the key to survival. They help keep aviators from losing their sense of direction when the aircraft crashes, sinks and rolls in the water. What was up is now down, and what was right is now left. It can truly disorient, especially when one feels fear and the rush of adrenaline while coping with chaos.

“The biggest thing is reference points, this is what we’re trying to teach right now – confusion and reference points,” said Ronald Warner, an ASTC dive instructor. “When you get out of the helicopter, you’ve got cold rushing water coming in, and you forget just about everything. You have to maintain your reference point.”

The training at ASTC is mandatory every four years for all air crewmen and aviators. The repetition in training eventually becomes automatic behavior.

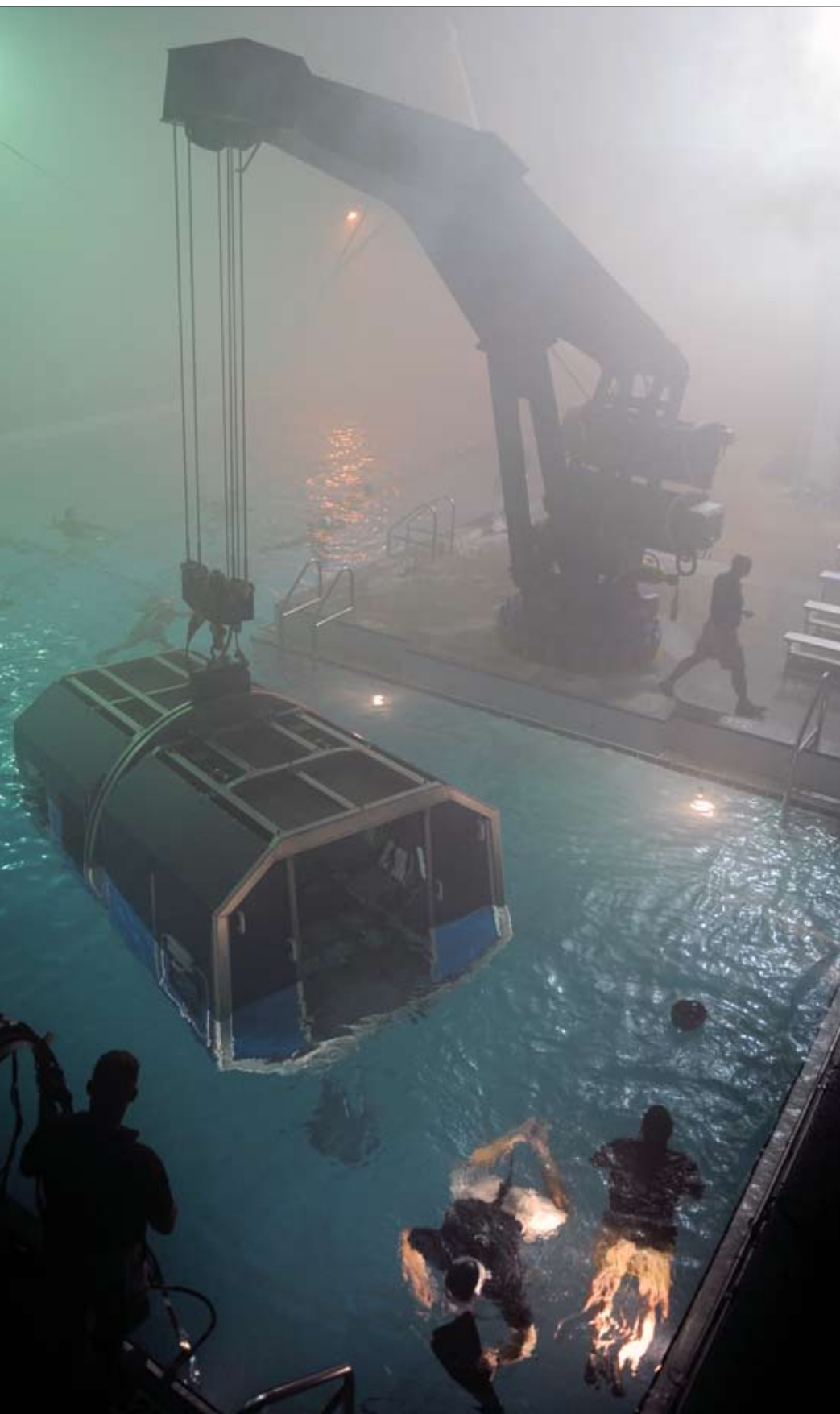
“We had one pilot who had to eject out of the aircraft [come back] and say that he forgot everything, but his body automatically did what it was supposed to do,” said Warner. “So the training itself puts you in that frame of mind that ‘when all else fails I gotta do this, I gotta do that.’”

▼ **A student emerges from the Shallow Water Initial Motor Memory Egress Release.** Even when dealing with shallow water, students can have challenges orienting themselves under the water.





Students look on as instructors perform survival techniques for the class at the Aviation Survival Training Center, Jacksonville, Fla. The course includes simulated helicopter crash training, parachute drags and survival techniques after exiting downed aircraft.



Some students don't connect with the water as well as others when it comes to the pool portion of training. This can be quite challenging for the instructors.

"You'll get people who are not comfortable in the water, and to make them feel safe in the water at the time that they're here is probably the most demanding part," said Schuelke.

Students eventually grow comfortable through the exercises in the pool. The way the course is designed, smaller tasks come first, eventually leading up to the dunker. The conditioning begins with the SWIMMER, which simply is an L-shaped piece of plastic connected to a long steel bar sitting at the bottom of the shallow end of the pool. The students will submerge themselves and follow the long steel bar to the L-shaped plastic end where there are five exit-release handles. This helps establish familiarity with release handles in the aircraft.

◀ **The Aviation Training Facility Center turns** into a simulated storm during the last training evolution for the class. Thunderous sound effects fill the dense fog, and lights are dimmed to create a realistic training environment for the students.

▼ **Safety observers stand by when the 9D6B** Modular Egress Training System goes under, and students then attempt to egress safely.





Students swim into the belly of the dunker, prepare to strap in and then be elevated and dropped, to simulate a helicopter crash. The students then egress out of the dunker in a safe manner.

“The SWIMMER is just basically going under, holding onto a pole, going to the other side, operating some handles and going out a hatch,” said Foreman. “And if there are any problems, they can stand right up.”

When one arrives to the ‘walk’ portion of the training, students will learn the SWET device. It simulates the dunker in shallow water, and it is completed individually. The device teaches motor-memory skills and builds water confidence in case of aircraft mishap.

“What we try to do is when you feel like you’re going over, you grab a reference point of the seat, maintain that reference point, release and know where the next reference point is located,” said Warner. “As long as you’re maintaining your reference point, you have a general idea of your aircraft, and you should be able to get out.”

The course not only teaches you how to exit from the aircraft, but also how to get out of a parachute harness in the event of an aircraft ejection.



An operator watches carefully as he prepares to drop the dunker into the pool. Upgrades with the new 9D6B Modular Egress Training System allow the technician to operate from a remote or station.

“They prepare by jumping into the water with the parachute fully attached, and then they release their chest harness and then both leg straps,” said Hospital Corpsman 1st Sean Long. “It teaches them how to get out and not be dragged across the water or possibly under the water in the event that they have to enter the water with their parachute still attached.”

During FY08, there were 17 aviation mishaps and four fatalities. The water survival course helps aviators maintain instinctual responses to these emergencies to prevent future mishaps.

“If a mishap occurs, it can occur really fast, and you may not have time to exactly think about what you’re gonna do; you just need to be able to do it,” said Sleipness. “What we do here ... is drill it into the students who come through that this is how you exit a downed helicopter. You can’t swim, and you have to keep hold of a reference point. Otherwise you’re just going to be lost.

Saving lives is the ultimate reason for the course. No one wants to respond to an aircraft

▼ **Part of the training includes successfully** getting into an aircrew rescue basket during a simulated storm in the midst of the evolution. After the lift, students must then jump from the platform they are hoisted onto and complete parachute drag training.





mishap to find downed aviators who didn't have the proper education and training in order to survive.

"This was an extremely effective training demonstration to allow us to realize what the after-effects are once we actually survive a water landing, all the chaos of darkness, water rushing in, cold water, staying calm, remembering our emergency procedures, evacuating the aircraft, getting on a life raft and taking care of other shipmates to make sure we all get [out] safely," explained Labyak. "It boosts morale; it builds camaraderie among the students and the instructors, and I'm proud to be a part of it."

Another new feature of the dunker is the structure is now attached to a single-arm crane so that when the device hits the water,

◀ **Students are hoisted onto a platform during the training evolution.** From the platform, students will strap into a parachute harness secured to a wire line running the length of the pool. The students then jump and release themselves from the parachute harness in a timely manner.

▼ **Students sit in the hyperbaric chamber at the Aviation Survival Training Center to simulate the effects of high altitude on the body – hypoxia (low oxygen) in particular.** The subjects determine what their individual hypoxia symptoms are so they know how to counter it when flying.

the roll is more realistic. Some would say that this model drops slower than the previous, but it rolls a lot quicker.

"This particular model actually moves a little bit slower going down but once it gets into the water it actually turns very fast," said Schuelke.

Although the scenarios in class are staged, there is still a sense of restlessness before every dunk.

"You have anxiety on your first dunk," said Keidel, who has flown for seven years. "You think, 'Oh my gosh, here it goes again.' But once you do it, once you calm down and you realize you can do it, it's not really a problem. It gets more fun as each dunk comes along."

"No matter how you look at it, one life is worth all the training you can go through," said Warner. "So if we can bring one person back even if they don't like to go through the training every four years, they realize how important it is and how valuable it is to their life." ✎

Renfroe is assigned to Defense Media Activity-Anacostia, Washington, D.C.

For more information on how to sign up for survival courses, contact ASTC at www.med.navy.mil/sites/navmedmpte/nomi/nsti/Pages/default.aspx



PREY STATION:

SHIPS
TO EMPLOY
UNMANNED
FIRE SCOUT
SYSTEM



Story by Ensign Ann Wilkins Jefferson

"One small step for a man, one giant leap for mankind." Former Navy pilot and astronaut Neil Armstrong uttered that unforgettable declaration as he stepped off the *Eagle* and into history. *Apollo 11's* manned mission to the moon in 1969 was epic ...



Fire Scout flies over the Atlantic Ocean while approaching USS *McInerney* (FFG 8).

Photo by MCz Alan Grasse

Multi-Mission Tactical Unmanned Aircraft System (UAS) Program Office.

The MQ-8B *Fire Scout* is a Vertical Take-off and Landing Tactical Unmanned Air Vehicle (VTUAV) and the Navy's rotary wing UAS. It can operate from all air-capable ships and is designed to provide intelligence, surveillance, reconnaissance and targeting data to tactical users.

"*Fire Scout* is fully autonomous," Dunigan said.

Unmanned aircraft systems will be an integral part of this battlespace of the future and the future of naval aviation.

"[This] is the first program of record in the Navy for this type; previously others have been technical demonstrators. *Fire Scout* is [the most developed part] of the programs," said Dunigan.

Fire Scout's first cruise is scheduled for this fall with USS *McInerney*, (FFG 8), Dunigan said, with the primary mission being narcotics related. The *Fire Scout* will be used to detect and identify surface contacts.

"The *Fire Scout* brings flexibility to the table. It has the ability to stay on station for long periods of time and maintain undetected surveillance while the team on board the ship evaluates the footage and formulates a plan," said Lt. Sam Roth, one of the Helicopter Anti-Submarine Squadron Light (HSL) 42 pilots scheduled to deploy aboard *McInerney* with the new system. "The actual forward-looking infrared footage will be more detailed than it has been in the past, so there will be less guess work when it comes to making a decision."

According to Dunigan, the MQ-8B is bigger than its predecessor, but next to the Navy's MH-60 S/R helicopter, the MQ-8B is only a third as long and a little more than half as high, measuring 22.9 feet long by 9.4 feet in height, with a rotor diameter of 27.6 feet.

"It looks like a helicopter, but without the windows and the guys smiling at you," Dunigan noted.

Although the aircraft itself is a UAV, Dunigan said, "About five years ago, we switched from using 'UAV' to 'UAS' in

referring to the program. Everyone, not just the Navy, is using UAS. It's not just an aircraft. Multiple components are involved with a UAS as opposed to just an aircraft, such as weapons, sensors and ground stations."

For instance, *Fire Scout* command and control is part of the UAS and operated through a tactical control system (TCS), Dunigan acknowledged.

And unlike other Navy helicopters, the preprogrammed *Fire Scout* is started off with a mouse click, he explained. "It could go on an eight-hour mission with just three mouse clicks. It would return and wait for a 'proceed to land' button the programmer would push."

Who Will Fly *Fire Scout*?

So who in the Navy will be the programmer piloting *Fire Scout* – enlisted, officers or both?

"There was a lively discussion on what was required to fly UAVs. If you want to drive a car, you need a driver's license. If you want to fly a plane, you need a private pilot's license. This is a plane, a helicopter. So based on that, they decided to stick with the available pilots for now. They're in a composite squadron that was added to an H-60 detachment."

Aside from the current officers assigned to pilot *Fire Scout*, enlisted members are in training as well. Senior Chief Aviation Electronics Technician Stephen Diets has been on board with the *Fire Scout* program since October 2006.

Diets' background steered him toward the *Fire Scout* program because of his experience with both manned and unmanned aircraft.

"I was with the UAV (RQ-2A) *Pioneer* as an external pilot from 1996 to 2000, did a Gulf deployment and maintenance with the H-60, and did a deployment to the South American coast," said Diets.

"I'm getting my private pilot's license now," Diets said, referring to instruction he began in June.

Dunigan, himself an H-46 pilot, highlighted two strategies regarding *Fire Scout* training. First, for those who'll be pilots, they need to know air spaces, thus the private pilot

Fast forward four decades later. The Navy pilot this time is at the controls of a helicopter. But as the bird touches down on the ship, no pilot emerges from the cockpit – it's unmanned. This is *Fire Scout*, by no means a small step for the Navy, but one giant leap for naval aviation.

"It has no pilot. It's controlled by an air vehicle operator – more commonality with an air traffic controller than a pilot," said Capt. Tim Dunigan, the program director for the

course. For those whose training is air traffic control-specific, they won't be taking the full private pilot training.

"That's a lot of training to put someone through," Dunigan explained. "The first deployment was experimental." As Diets and airmen on the ATC-side were going through training, "We had to know: Is it robust enough? Can they safely do this or not?"

Priorities in the naval aviation programs are manning and training, i.e., finalizing skills required to operate the (UA) systems and to determine ranks and ratings. Diets said no final decision had been made on whether or not a new rating will apply to UAV (as of this writing).

"There's a lot of interest in the fleet already. They want to come experience it; it's already out there. They think UAVs are great," Diets added.

As they prepare to deploy, HSL-42 Sailors are aware of the crucial role they are playing right now shaping naval aviation for years to come.

"This opens up an entire new venue of options and perspective jobs for everyone involved, from the pilots who command the aircraft to those of us who maintain it," said AT1(AW) Kenneth G. Kelley. "With the limited number of those of us who have been privileged to participate in the future of military aviation, we will gain uncharted experience and knowledge that no one else has had the opportunity to experience. This is the future of not only naval aviation but worldwide aviation."

The Appeal of Unmanned Aviation

The point of unmanned aviation is not to replace pilots but rather to complement the complex manned missions. The *Fire Scout* aids in search and rescue, surveillance, logistics and mine warfare, for example, with future capabilities.

UA is also a low-cost complement. One *Fire Scout* provides equal radar surface coverage to that of one SH-60B at 3.7 times less fuel and 14.5 times less maintenance man

hours. It can be quickly deployed to critical locations worldwide via cargo aircraft (as demonstrated on a C-130 in 2007).

Then, of course, is the reduced total risk of exposure of an embarked aircrew and loss of life.

Dunigan described UA missions as, first, "Dull, dirty and dangerous. If it's dull, it becomes dangerous. The type of functionality of *Fire Scout* is, if we lose it, it costs us \$6 to \$7 million in equipment. That beats losing a \$35 million craft and three crew members.

"Secondly, it performs the mission at reduced cost. *Fire Scout* is a robust high-tech vehicle. The cost to fly it per hour is about 25 percent of a manned aircraft. Man hours per *Fire Scout* flight is about two maintenance hours, while the H-60 ranges in the mid-20s. It can generate a lot more hours for less money," he explained.

These much lower maintenance costs are due mainly because of all the following that *Fire Scout* does not require: crew support systems, hydraulic system, instruments,

▼ **The unmanned aerial vehicle MQ-8B *Fire Scout* hovers above the flight deck of USS *McInerney* (FFG 8). *McInerney* is preparing for a counter-illicit trafficking deployment to Latin America, where the ship is scheduled to use *Fire Scout* to assist with counterdrug operations.**



Photo by MC2 Alan Griggs

fire suppression system, auxiliary drive gear boxes, auxiliary power unit (APU), retractable landing gear, actuated doors, wheels/tires/brakes/anti-skid and electronic countermeasures.

In contrast, *Fire Scout* has these simple components: single compressor gas turbine engine, environmental control system (ECS) system, main and tail rotor blade pitch control systems, main and tail rotor gearboxes, Rolls-Royce engine model-250 family and is projected to log more than 160 million flight hours.

"It's definitely a big leap forward. [The] *Fire Scout* is so much easier to maintain. From avionics standpoint, it's leading edge," said Diets.

The leading edge *Fire Scout* system is also a force multiplier. According to the contractor's literature, "*Fire Scout* is able to adapt to the mission at hand and provide real time ISR/T to the operational commander. *Fire Scout* is the perfect asset to detect and engage swarming boats, ensure landing areas are clear for amphibious craft, provide overhead communications relay and conduct intelligence gathering and targeting on relocatable targets. As battlefield preparation continues and enemy forces are engaged, the *Fire Scout* can provide over-the-horizon (OTH) targeting for U.S. Navy ship-launched weapons or land-based artillery to strike targets that are well beyond normal line-of-sight (LOS) sensors."

First Operational Mission Set For USS *McInerney*

When *Fire Scout* embarks on its scheduled first operation-capable mission aboard *McInerney*, the UAS will be operated by HSL-42, Det. 7, a fully-trained H-60 detachment, according to Dunigan and Diets.

"The detachment was divided in two groups for the first phase of training. The mech/airframer training was more than a month long, including classroom training and on aircraft maintenance training," said Aviation Machinist's Mate 2nd Class (AW) Kermit CuretSanchez, assigned to HSL-42, Det. 7.

"The next group electricians and technicians took the avionics course, and also this one was around three weeks long. The second phase only involved the lead senior personnel on the

center. These involve installing two control consoles and an equipment rack, Dunigan said.

Future in Naval Aviation

The Navy is not the only branch of the U.S. military adding this new MQ-8B *Fire Scout* system to its air fleet. In August 2003, the MQ-8B was selected as Class IV unmanned air system for the U.S. Army's Future Combat System. It shares much commonality with the Navy's, but unique mission equipment features apply to each service's use.

Potential coastal missions of the *Fire Scout* range from maritime security and mobility to national defense to marine safety and protection of natural resources.

Dunigan summed up *Fire Scout* and unmanned aviation: "It's a very exciting time for the Navy."

Exciting because the Navy is venturing into new territory. Just like Armstrong did 40 years ago when for 19 minutes, he stood alone where no human had gone before, later joined by Edwin "Buzz" Aldrin.

And just like *Apollo 11*, it's that human element that will make all the difference in the *Fire Scout* program as unmanned aviation in the Navy continues to grow.

"Sometimes people think that unmanned aviation means no people are part of it," Dunigan said. "Unmanned doesn't mean people aren't involved – they run the systems, controls, maintenance, etcetera."

Many young Sailors have their hands around video game controllers in their free time, playing war games on various computer systems. As Diets said, the interest in working with UAVs is already running through the fleet. If they look to unmanned aviation in the Navy as a career move, Sailors might get their hands on the real controls. ■

Jefferson is assigned to Defense Media Activity-Anacostia, Washington, D.C.



▲ AE2 Joshua L. Rankin (left) and AEC Willie C. Primer bring the *Fire Scout*'s air vehicle operator systems online in preparation for flight operations.

detachment. This time we went to Patuxent River, Md., for a turn-up qualification. On this training we worked full time with the *Fire Scout* from positioning it on the flight line all the way to preparing it for launch."

The last phase of the training was the vibration analysis portion, and all lead mechanics were present for this training.

Armed with the new knowledge and a new platform, HSL 42 Sailors will put *Fire Scout* through its first test during the ship's counter-illicit trafficking deployment to Latin America.

Physical modifications to ships are necessary to accommodate *Fire Scout*. On *McInerney*, it involved installation of topside antennas and a radar system on the hangar face. A launch and recovery platform had to be built to enclose the grid for integration on the frigate. The ground control station is installed adjacent to the combat information

USS Mesa Verde:

OUR NAVAL

Story by MC2(AW) Jonathan Hutto Sr.

The water pounds against the hull of the landing craft. The Marines feel the adrenaline course through their veins as the well deck door opens, and rotor wash from the aircraft above fills the air. The Marines tightened their grip on their rifles, as Sailors swiftly



TRADITION

conduct air and surface operations to achieve the mission – delivering Marines ashore. While this mission is not new, the *San Antonio*-class amphibious transport dock (LPD) brings about the future of amphibious operations.



USS *Mesa Verde* (LPD 19), is the third and newest *San Antonio*-class LPD. Commissioned Dec. 15, 2007, *Mesa Verde* continues the tradition of Marines and Sailors serving together.

The Navy and Marine Corps team have proven to be a lethal and effective weapon throughout history, and *Mesa Verde* is just another link in the chain of this rich and formidable partnership.

Mesa Verde is capable of the five fingerprints of expeditionary lift, which include carrying and delivering troops, vehicles, cargo, aircraft and landing craft. With improved speed, strength and maneuverability, the ship is designed to account for a triad of Marine Corps mobility assets to include *Ospreys* (V-22s), advanced amphibious assault vehicles (AAVs) and landing craft air cushions (LCACs).

"We can transport Marines anywhere in the world they need to be," said Ensign Sarah Kuehl, *Mesa Verde*'s fire control officer.

◀ **Sailors and Marines aboard USS *Mesa Verde* (LPD 19),** salute the more than 3,000 guests on hand for the ship's commissioning ceremony. The ship is the third amphibious transport dock of the *San Antonio*-class and will be homeported in Norfolk.

Photo by Robert Cole



◀ **A landing craft, air cushion from Assault Craft Unit 4 prepares to dock inside USS *Mesa Verde* (LPD 19) during *UNITAS Gold '09*. The ship is designed to handle the triad of Marine Corps mobility assets to include *Ospreys* advanced amphibious assault vehicles and landing craft air cushions.**

“The interconnectedness of our Sailors and Marines is our naval heritage,” said Cmdr. Larry LeGree, *Mesa Verde*’s commanding officer, who also served with Marines during an individual augmentee assignment in Afghanistan. “We’ve always had a naval component with our Marines; our first ships had Marines on board. I witnessed the Marine Corp heritage firsthand in Afghanistan. Our Marines were using such terms as overheads and decks.”

For Well Deck Officer and Ship’s Boatswain Lt.j.g. Stephen Brown, *Mesa Verde* is his first experience partnering with Marines.

“Overall it’s been great and educational working with the Marines,” said Brown. “Being on the amphibious side of the house, which goes hand and hand with the Marines, has been very enlightening. It’s good for us to work alongside each other to see how we both operate. The perceived rivalry between the Navy and Marines is not really there. We get along very well.”

U.S. Marine Corps Chief Warrant Officer 3 Dominic Frederick, *Mesa Verde*’s combat cargo officer, has had the opportunity to assist with several amphibious operations.

“*Mesa Verde* has been able to complete all of our training evolutions for amphibious warfare certification. We have worked with landing craft utilities; LCACs; AAVs; lighter amphibious resupply cargo; and combat rubber raiding craft. During *UNITAS Gold '09*, early this year, the Marines from 24th Marine Regiment, teamed up with the navies of Brazil, Peru and other South American participants and conducted a mock amphibious assault using LCACs on the beaches of Jacksonville, Florida,” said Frederick.

Much of the *Mesa Verde*’s mission is carried out by LCACs. LCACs are high-speed, over-the-beach, fully amphibious landing craft that maneuver Marine expeditionary unit weapons systems, equipment, cargo and personnel.



U.S. Navy photo

▲ Sailors aboard USS *Mesa Verde* handle lines during an underway evolution.

“One of the best aspects of my job is taking LCACs into the well,” said Brown.

Brown is responsible for all deck equipment and gear. He shares responsibility with the ship’s first lieutenant in accomplishing evolutions such as refueling at-sea replenishments, towing, underway replenishments, small boat, well deck and mooring operations, as well as preparing the ship to get underway.

“The LCAC is a hovercraft powered by four gas turbine engines plus two more engines for electricity,” said Brown. “It’s exciting and fun, especially when you launch

them, the way they take off from the steering gate and splash into the water. I always enjoy new Sailors watching it for the first time.”

Planning is essential and often takes place three to six months before an evolution.

“The ship is hollow – waiting to be filled up by vehicles and craft,” said Brown. “Much of this ship is well deck and vehicle deck. In amphibious operations, you have embarkation, movement, planning, rehearsal and assault. A big part of this is the planning that goes hand in hand with embarkation.”

Working alongside the Marine Corps combat cargo officer, Brown has to decide how to stack vehicles and equipment in the well deck. Achieving balance of weight with equipment and vehicles is imperative.

“In stacking vehicles, the first ones we want out of the well deck are the last ones we put in,” said Brown. “In stacking these vehicles, every move must be rehearsed and orchestrated just right. One mishap can affect other vehicles three to four hours later. Whatever is required, we can max out our load. Our main goal is to even out the loading to ensure we don’t have an exceptionally heavy vehicle on one side and a light one on the other.”

Along with amphibious warfare, *Mesa Verde* supports missions that include visit, board, search and seizure; air operations and humanitarian assistance.

“We’re designed for the full spectrum of operations,” said LeGree. “This is not your grandfather’s or father’s ‘gator.’ This ship has an incredible, inherent amphibious capability.

We have a very robust communications and combat systems suite. This is a ship that can put a presence ashore in a hostile combat area to support amphibious forces.”

According to Executive Officer Lt. Cmdr. Matt Fleming, *Mesa Verde* can support any part of the maritime strategy.

“We bring the logistics element of the Marine expeditionary unit,” said Fleming. “Our job is getting help ashore either by water or air.”

Lt.j.g. Riccardo Jones, a pilot embarked aboard *Mesa Verde*, experienced firsthand the enhanced responsibility of serving on an LPD.

“Before *Mesa Verde*, the only ship I’d landed on was a carrier,” said Jones. “The major difference with an LPD is the crew. On a carrier, my main mission is as a search and rescue (SAR) asset for flight operations. On an LPD, I do SAR along with VIP transfer, assault, assault assist and photo operations.”

In comparison to legacy ships, *Mesa Verde* can sustain itself longer while at sea.

“This class of ship is very sustainable,” said LeGree. “For example, this ship has the sustainability to go any place in the world, maintain good communication, command and control and have sustained boat and flight operations. Every four or five days on deployment, a destroyer, frigate or cruiser is looking for a hit of gas to refuel and rearm. This class of ship has 63 days of steaming fuel.”

Frederick, who frequently coordinates Marine Corps cargo movements, noted that continuous communication is made easier because of the ship’s design. “Many planning



Air cushioned landing craft, assigned to Assault Craft Unit 4 from USS *Mesa Verde* (LPD 19), come ashore near Mayport, Fla.

Photo by MC2 Alan Gragg

and operational spaces have been made joint or at least adjacent by design, to foster and build the interdepartmental and interservice communication, to give commanders and leaders a clear picture across the spectrum of our missions.”

One of the upgrades of the *San Antonio*-class is an enhanced combat control center (CCC). The CCC uses systems such as the Voyage Management System (VMS) and the plan of intended movement (PIM) to defend and navigate the ship.

“PIM is a planned route of travel we do not deviate from once it’s set in motion,” said Operations Specialist 1st Class Joe Louis Mendoza, who helps coordinate more than 17 Sailors in the CCC.

The CCC also houses Damage Control Action Management Software (DCAMS), which is a ship visualization tool that provides real-time, tactical damage control information during casualty situations.

“In case of fire, DCAMS breaks the ship down into zones and spaces showing us exactly where the fire is located,” said Kuehl.

The CCC’s global command control maritime system (GCCS) is used to provide a real-time, worldwide picture of all the ships in the fleet.

“GCCS gives us a command operational picture of what’s going on,” said Operational Specialist 2nd Class Jericus Lewis. “When we have a tasking for NATO, joint forces or Air Force and Marines, GCCS give us an updated picture of their positioning.”

The CCC has a tracker alley, which encompasses the identification operator (IDOP) and the tactical information coordinator (TIC). The IDOP tracks everything in the air – looking for codes and modes of aircraft – verifying if a ship is commercial or military, friend or foe. The TIC verifies the information from the IDOP for accuracy.

There are two primary stations in CCC with a cryptology technician (CT) supervisor and operator. The supervisor and operator monitor for electronic support and potential adversarial radar jammers.

“If an enemy turns on their fire control

U.S. Navy photo



▲ **USS Mesa Verde Sailors maintain traditional navigation skills which complement new systems such as the Voyage Management System and the plan of intended movement.**

radar, our CTs will see it,” said Mendoza.

“We’ll also hear an adversary who just turned on target acquisition and flashed us.”

The ship’s designed with cutting-edge self-defense capabilities. From the weapon control panels, the air defense weapons coordinator (ADWC) has the rolling airframe missile (RAM) along with the MK-46 *Bushmaster* to use at the discretion of the tactical action officer (TAO).

“We are a self-defense ship, and we definitely have the tools to defend ourselves,” said Mendoza.

The ADWC is supported by the TIC and IDOP, along with watchstanders and lookouts

keeping an eye out for adverse elements.

“There are a lot of watches in my job,” said Seaman Brandi Nabonne, who is currently striking for boatswain’s mate (BM) aboard *Mesa Verde*. “I’m a qualified lookout for port, starboard and aft, looking for air and surface contacts along with dolphins,

sharks, whales or anything that could cause a potential mishap. If I see anything on watch, I immediately contact combat letting them know my surface to relative bearing, what type of ship or contact I see and how many miles it is away from the ship.”

Nabonne is an example of what Brown thinks makes for a successful BM aboard *Mesa Verde*.

“If they’re a good BM, they’ll excel even without amphibious experience,” said Brown. “They’ll get it by being on the ship. If they show up with a good attitude and work ethic, they’ll do great. What a person doesn’t know amphibious-wise, we’ll teach them.”



[Mesa Verde] Fast Facts

Length: 684 feet (208.5 meters)

Beam: 105 feet (31.9 meters)

Displacement: Approximately 24,900 tons fully loaded

Speed: More than 22 knots (24.2 mph)

Aircraft: Four CH-46 *Sea Knight* helicopters or two MV-22 *Osprey* tilt-rotor aircraft may be launched or recovered simultaneously. The ship's hangar can store one to two aircraft.

Armament: Two 30mm close-in-guns for surface threat defense; two Rolling Airframe Missile launchers for air defense

Landing Craft: Two landing craft air cushions or one landing craft utility

EFVs: 14 Marine Corps expeditionary fighting vehicles

Power plant: Four Colt-Pielstick diesel engines, two shafts, 40,000 Hp

Crew: 360 Sailors (28 officers, 332 enlisted), three Marines


Marines: 699 (66 officers, 633 enlisted); can surge to 800 total.

Motto: "Courage, Teamwork, Tradition"

LeGree is looking forward to continued interoperability with the Marine Corps.

"Any time out to sea doing what we do is valuable time for us," said LeGree. "It increases the proficiency of our Sailors to get out to sea and practice the maritime skills. This time is critical toward our readiness when we depart for our first operational deployment sometime next year."

Fleming believes the ship is very well maintained, ready and equipped for operations.

"The crew has always maintained a high state of readiness and training," said Fleming. "We don't have the typical big stick other combatants have, but we do have the world's finest weapon and that is the United States Marine Corps." 

Hutto is assigned to Defense Media Activity – Anacostia, Washington, D.C.



Helicopter Sea Combat Squadron (HSC) 26 recovers a search and rescue swimmer during a training exercise as part of *UNITAS Gold*. HSC 26 is embarked aboard USS *Mesa Verde* (LPD 19).



About the Namesake

USS *Mesa Verde* (LPD 19) is named in honor of Mesa Verde National Park in southwestern Colorado. President Theodore Roosevelt established the national park in 1906. *Mesa Verde*, meaning "green table" in Spanish, was established as the first cultural park in the National Park System to preserve the cliff dwellings of the 13 centuries-old ancestral Puebloan culture. The park received recognition in 1978 from the United Nations by being designated a World Cultural Heritage site.

Occupying part of a large, sandstone plateau rising above the Montezuma and Mancos valleys, Mesa Verde National Park is 81 square miles, consisting of 52,122 acres and rising more than 8,500 feet above sea level.

"Mesa Verde is a jewel of our National Park system that celebrates the extraordinary beauty and diversity of that region and our nation," said then-Secretary of the Navy Richard Danzig. "The real richness of *Mesa Verde* and that of our country's naval service, however, lies in the people - the remarkable legacy of their past and a future with great promise. The naming of the USS *Mesa Verde* establishes a strong and fundamental link between this nation and those who serve and truly value that bond."

Former Secretary of the Interior Bruce Babbitt expressed his support.

"The Department of Interior is especially appreciative that the Navy named the third amphibious transport dock ship after Mesa Verde," said Babbitt. "Naturally, we find the name choice excellent because it honors early American culture as well as the first national park created to preserve cultural history. It seems somehow fitting to name a state-of-the-art ship with a name connoting timeless cultural values in Colorado."

The archeological sites found in Mesa Verde are some of the most notable and best preserved in the United States. Mesa Verde National Park offers visitors a spectacular look into the lives of the Ancestral Pueblo people. Twenty-four Native American tribes in the southwest have an ancestral affiliation with the sites at *Mesa Verde*.

Compiled by All Hands staff.

CNO Welcomes the Future of Naval Aviation

The chief of naval operations (CNO) Adm. Gary Roughead, recently welcomed to the fleet the Navy's newest aviation platforms – the F-35C *Lightning II* Joint Strike Fighter and the P-8A *Poseidon*.

"You have to go back a long way in history to have someone in my position roll out two airplanes in one week," Roughead said.

In a ceremony at Renton Field, Seattle, Roughead participated in the unveiling of the P-8 *Poseidon* aircraft. The P-8A, the multimission maritime aircraft, is replacing the P-3 *Orion*. The *Poseidon* is designed to operate in conjunction with the broad area maritime surveillance unmanned aerial vehicle and assist in providing maritime intelligence, surveillance and reconnaissance missions.

"We are literally, as you know, flying the wings off the P-3 airplane, an airplane that has been so successful in hunting submarines and uncovering improvised explosive devices targeted at our Soldiers, Marines, Sailors and Airmen on the ground and even recently chasing down our old foe the pirates who still prowl the oceans," Roughead said. "The P-8 will take up those missions. It will become the premier anti-surface weapon that we will use in the vast ocean areas. And it will collect intelligence, and it will [conduct] surveillance and recon in many, many missions in the future."



▲ Chief of Naval Operations Adm. Gary Roughead delivers remarks during the rollout ceremony for the F-35C *Lightning II*, the Navy's first-ever stealth fighter.

CNO visited Seattle shortly after being in Fort Worth, Texas, for the roll out of the new F-35C, the Navy's first stealth fighter. The aircraft possesses uncompromised carrier suitability and low-maintenance stealth materials designed for long-term durability in the carrier environment.

"Our Sailors will never be in a fair fight because this airplane will top anything that comes its way. It will give our Sailors and pilots the tactical and technical advantage in the skies, and it will relieve our aircraft as they age out," Roughead said.

CNO said the pace of operations has not been easy on Sailors, Soldiers, Airmen and Marines, nor on the ships and aircraft they rely on. He said the F-35 Joint Strike Fighter is essential to addressing the Navy's, and more importantly the nation's, strike fighter needs and that he looks forward to seeing the *Poseidon* join the fleet in 2013. **NS**

Story by MC2 Rebekah Blowers, Office of the Chief of Naval Operations, Washington, D.C.

Oak Hill Wraps Up Southern Partnership Station '09

USS *Oak Hill* (LSD 51) recently completed operations for *Southern Partnership Station* (SPS) '09 while deployed to the U.S. Naval Forces Southern Command area of focus.

SPS '09 was a combined naval and amphibious exercise with *Oak Hill* and maritime forces from Argentina, Brazil, Chile, Peru and Uruguay. *Oak Hill* also supported the U.S. Marine Corps Forces South (USMARSOUTH) multinational amphibious exercise known as *Southern Exchange 2009*.

Capt. Brad Williamson, commodore, Destroyer Squadron 2, says the goal of SPS '09 was to build relationships with partner nations in South America by learning from each other through a mutual exchange of ideas.

"When we say partnership, what we're talking about is getting to know each other, how each Navy operates and most importantly, exchanging ideas," said Williamson.

"We didn't come down here to train them; we came down here to train with them. Our

► **SN Tyree Evans**, assigned to USS *Oak Hill* (LSD 51), directs a Marine as he drives a vehicle onto the Brazilian Navy Landing Craft Unit 11. *Oak Hill* conducted *Southern Partnership Station '09* and supported the U.S. Marine Corps Forces South multinational amphibious exercise *Southern Exchange 2009*.



Photo by U.S. Army Spec. Corey Idleburg

officers surely learned as much working with them as their officers learned working with us.”

Oak Hill departed its homeport in Little Creek, Va., with more than 20 partner nation liaison personnel embarked. Those Sailors worked hand-in-hand with *Oak Hill*’s crew – even integrating into the ship’s watch rotation. *Oak Hill*’s crew and embarked Sailors from Expeditionary Training Command, in Little Creek, Va., participated in subject matter expert exchanges with partner nation Sailors in Argentina, Uruguay and Brazil. Training in areas such as basic first aid and medical; damage control and firefighting; wet well operations; in-port security; vessel, board, search and seizures was conducted.

Operationally, *Oak Hill* conducted joint maritime security operations with the Uruguayan Navy executing a swept channel mine avoidance exercise and conducting deck landing qualifications (DLQ) with Uruguayan helicopter pilots. The ship conducted DLQs with Brazil as well, executing 18 take offs and landings with Brazilian pilots flying a Brazilian *Super Puma* helicopter.

“One of the most important things to realize is that we face similar challenges,” said Williamson. “Maintaining maritime security isn’t just an issue for one nation. Things like piracy, narcotics trafficking and other trafficking face all nations; it’s going to require a coordinated, cooperative approach to solve these problems.”

During the deployment, *Oak Hill* also made a positive impact on the communities in South America through Project Handclasp and community relations projects. The ship delivered more than 50 pallets of medical, hygiene supplies, books, toys and other educational supplies to local communities in Castries, St. Lucia and Montevideo, Uruguay.

“This is not the end,” said Williamson. “This is a long-term relationship. We understand the importance of our South

American partners in solving the challenges that lay ahead. We feel like we’re just laying the ground work for the future.”

Story by MC1(SW/AW) Hendrick L. Dickson, assigned to Navy Public Affairs Support Element East, Norfolk.

SEAL Completes First Mission in Space

A U.S. Navy SEAL performed his first walk in space during his recent maintenance mission aboard the International Space Station (ISS).

Cmdr. Chris Cassidy and astronaut David Wolf replaced two of the six original batteries on the ISS and removed multilayer insulation from the Japanese “Kibo” laboratory module to prepare payloads for transfer to an exposed outside section. This walk was the first of

three scheduled for Cassidy during this mission. Cassidy and other astronauts with Space Transport System (STS) 127 aboard the shuttle *Endeavor* blasted off from Kennedy Space Center in Florida.

Endeavor’s crew tasks include swapping crew members for the ISS, replacing the cache of batteries which stores energy from the space station’s solar arrays and installing an outside platform to one end of the laboratory. The platform will serve as a sort of porch for astronauts to conduct experiments outside the protective confines of the space station.

Cassidy follows former SEAL and now Astronaut Hall of Famer Capt. William Shepard’s footsteps as the second Navy SEAL to launch into space.

A native of York, Maine, Cassidy graduated from the U.S. Naval Academy with a Bachelor of Science degree in mathematics. He applied for the astronaut program after receiving his master’s degree from the Massachusetts Institute of Technology in 2000 and was accepted into the space program in 2004.

Story and photo by MC2 Dominique Lasco, assigned to Naval Special Warfare, San Diego

▼ **Lt. Cmdr. Chris Cassidy trains at the Neutral Buoyancy Lab (NLB) prior to his International Space Station (ISS) mission.** The NBL is a pool that simulates zero gravity and contains full mock-ups of the ISS. Cassidy, a U.S. Navy SEAL, was a mission specialist on mission STS-127.



Photo by MC2 Dominique Lasco



▲ **First Lady Michelle Obama delivers remarks to Sailors and their families at Naval Station Norfolk** during a homecoming celebration for the *Dwight D. Eisenhower* Carrier Strike Group and USNS *Comfort* (T-AH 20).

First Lady Visits Norfolk to Thank Returning Sailors

First Lady Michelle Obama recently spoke to more than 500 service members during a visit to Naval Station Norfolk where she expressed her support for active-duty members and their families.

Obama honored the crew of USS *Dwight D. Eisenhower* (CVN 69) and the hospital ship USNS *Comfort* (T-AKE 20) for a job well done after completing deployments to the Persian Gulf and to Central and South America respectively.

"I am delighted to be here in Norfolk today to welcome home so many heroes," she said. "This is a happy day for the community of Norfolk and families of these brave men and women. We are standing here among heroes – military, civilian, American and foreign."

During her speech, Obama expressed her gratitude for all that has been accomplished by the military and the civic and humanitarian aid mission of *Comfort*. She also acknowledged *Eisenhower's* contributions to maritime security.

"*Comfort* embodies our values by changing lives around the world. *Eisenhower* defends our values in the world's most dangerous places.

"To the nearly 6,000 Sailors who deployed with the *Eisenhower* Strike Group to Afghanistan and the Middle East and are now returning to their homeports, we thank you for your service," she said.

"Each of you have courageously served our country and demonstrated your commitment to uphold America's highest ideas."

After addressing the accomplishments of the military, Obama recognized the support from the military family members.

"We must all remember that when our troops are deployed, their families are left behind and faced with an entirely different set of duties – mothers who tuck their kids in at night and struggle to answer the question, 'When's daddy coming home?'; fathers who wonder how they are going to keep their families together while they juggle ballet recitals, homework and mowing the lawn, all while their wives are serving their country abroad; and spouses and parents caring for a wounded warrior or struggling to move forward after losing a loved one," said Obama.

Recently, she has traveled throughout the world to thank service members for their commitment to the nation. **NS**

Story by MC2 Gina Wollman, assigned to Navy Public Affairs Support Element East, Norfolk.



Photo by MC3 Klevia R. McKnight

Bataan Sailors Bring Safety At Sea to Unprecedented Levels

Several safety-minded Sailors aboard multipurpose amphibious assault ship USS *Bataan* (LHD 5) recently became safety certified by the Occupational Safety and Health Administration (OSHA) during a ceremony aboard the ship.

Bataan's Safety Department received training on nearly 30 different OSHA-mandated safety topics – including fire, confined spaces, off-duty and recreational safety and mishap investigation – to obtain the certification.

"The OSHA certification is not a requirement for the ship's safety department," said Lt. Jay Lambert, from Worthington, Ohio, *Bataan's* safety officer. "This is a kind of special qualification we had the opportunity to get through the 22nd Marine Expeditionary Unit's (MEU) safety specialist. It went above and beyond anything the ship could offer internally."

On average, a ship's safety officer has to attend a five-day safety officer school, while the divisional safety petty officers attend a shorter course. This means the majority of the information obtained is learned through on-the-job training and the sharing of experiences.

▼ **FN Christopher R. Morgan, from Columbia, Md.,** checks on the fire in the No. 1 boiler in the main machinery room aboard USS *Bataan* (LHD 5).

When Tony Pritchard, the tactical safety specialist for the 22nd MEU, arrived aboard, he offered the knowledge and materials necessary, and Sailors provided the initiative.

"Mr. Pritchard, our instructor and MEU safety specialist, has been in the safety business for 30 years. He trained and shared his experiences with us," said Aviation Ordnanceman 1st Class (AW) Howard King, from Charleston, S.C., and leading petty officer of *Bataan's* Safety Department.

With Pritchard leading the charge, five Sailors took a series of courses and poured through study manuals and case studies to increase their overall safety knowledge.

"This certification increases *Bataan's* overall level of safety because the individuals in the safety department on this ship have some specialized training that goes above and beyond what a normal ship's safety department is able to achieve," said Lambert.

OSHA helps both civilian and government work environments maintain a safe and healthy working condition based upon the Occupational Safety and Health Act of 1970. The *Bataan* Amphibious Ready Group is conducting maritime security operations in the U.S. Navy's 5th Fleet Area of Operations. The 22nd MEU is serving as the theater reserve force for U.S. Central Command. **S**

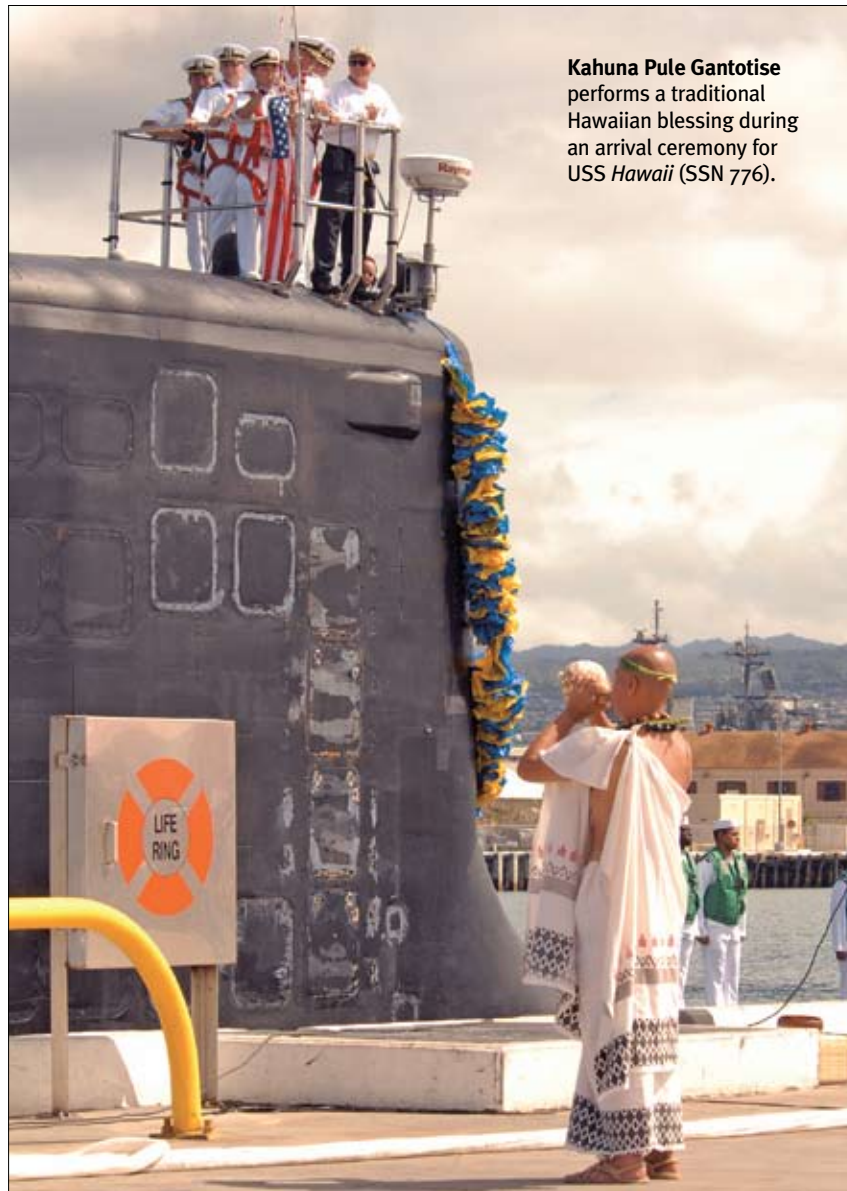
Story by MC2 (SW) Kiona Miller, assigned to USS Bataan (LHD 5).

Pearl Harbor Welcomes Multimission Capable USS Hawaii Home

USS *Hawaii* (SSN 776), the first *Virginia*-class submarine to be homeported in the Pacific recently arrived to a warm local style welcome that reflected Hawaii's diverse cultural heritage at the submarine piers at Naval Station Pearl Harbor.

The state's namesake submarine made Hawaii its home during the 50th Anniversary of Statehood Commemoration activities.

"Today is a very important beginning for the people of Hawaii, the crew of the fine submarine USS *Hawaii*, the submarine force and the U.S. Pacific Fleet," said Rear Adm. Douglas McAneny, commander, Submarine Force, U.S. Pacific Fleet. "We recognize that without the support of the great people of the state of Hawaii, we cannot succeed day in and day out with the mission our country asks us to do."



Kahuna Pule Gantotise performs a traditional Hawaiian blessing during an arrival ceremony for USS *Hawaii* (SSN 776).

Photo by MC1 Michael Hight

"Officially today, I welcome you and your families as members of our *ohana*," said Hawaii Governor Linda Lingle. "I am honored to serve as this ship's sponsor, and I have been with you every step of your journey home. Today you start a new tradition, while building a more secure future for our country."

"I know I speak for the officers and crew of the USS *Hawaii*, when I say, 'Wow!'" said Cmdr. Edward Herrington, the submarine's commanding officer. "I felt a little like a rock star today. All the people on the shoreline cheering you along, the governor coming out on the boat and the fly over; it was fantastic."

Measuring 377 feet long, weighing 7,800 tons when submerged and with a complement of more than 130 crew members, *Hawaii*

is one of the Navy's newest and most technologically sophisticated submarines.

The state-of-the-art submarine is capable of supporting a multitude of missions, including anti-submarine warfare, anti-surface ship warfare, strike, naval special warfare involving special operations forces, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare.

Recognizing the importance of the Asia-Pacific region and the increased threat posed by the proliferation of submarines in the Pacific, the 2006 Quadrennial Defense Review mandated that 60 percent of the U.S. Navy's submarines be homeported in the Pacific by the end of 2010. **S**


Story courtesy of Commander Submarine Force Pacific Fleet Public Affairs.

Something to Think About

Shut Off the Vampires

Story by MC1 Joe Garza, graphic by MC2 William Blake





In this age of tweeting, texting and terabytes, staying “plugged in” has taken on a different meaning. Accessing social networks and staying up-to-date on information can be done quickly and conveniently with tiny, pocket-sized cell phones and computers.

That palm-sized cell phone with built in camera, keyboard and kitchen sink is costing you more than just angry glances from your fellow movie theater patrons, boss or spouse when your fingers blaze over the keyboard during a poorly-timed text. The cost in question comes not when the device is in use but when it sits idly charging while connected to a wall socket.

Commonly referred to as vampire power, phantom load or idle current, the energy used by charging or simply plugging in cell phones, desktop computers, microwave ovens and your favorite electric toothbrush takes a toll on your pocketbook. They are continuously consuming energy even when operating in the off mode. The cost of idle current can be significant for the average consumer. Consider the impact this massive

drain of energy has on the United States. While at Lawrence Berkeley National Laboratory in Berkeley, Calif., energy analyst Alan Meier estimated that residential consumers in the United States spend more than \$5 billion annually on standby power.

Products that commonly consume standby power

because they contain a battery charger or have a soft-touch key-pad include: remote controls, external power supplies, digital displays, light-emitting diode status lights or digital clocks.

It's hard to believe that items in standby mode consume so much energy until you consider that power strips and wall sockets energize not just the television and personal computer but all of their peripherals. The computer will be accompanied by a monitor and printer, and the TV by a digital video recorder and Blu-Ray player.

But let's not forget that standby mode is often a necessity and contributes to many conveniences that we enjoy in modern, everyday life. A simple yet often impractical approach to save money on vampire power is to unplug the devices from the wall socket. While the removal of the cord from the wall may work for the third television set in the guest room, this power-saving tactic will not work for the refrigerator or VCR that will remind you with a flashing


1200 that it is midnight or noon no matter what time of the day it is.

Energy analysts recommend consumers cluster their products together with a smart power strip that detects when a main appliance is turned off and cuts off power to peripherals. The smart strip separates itself from regular power supplying strips with this detection capability.

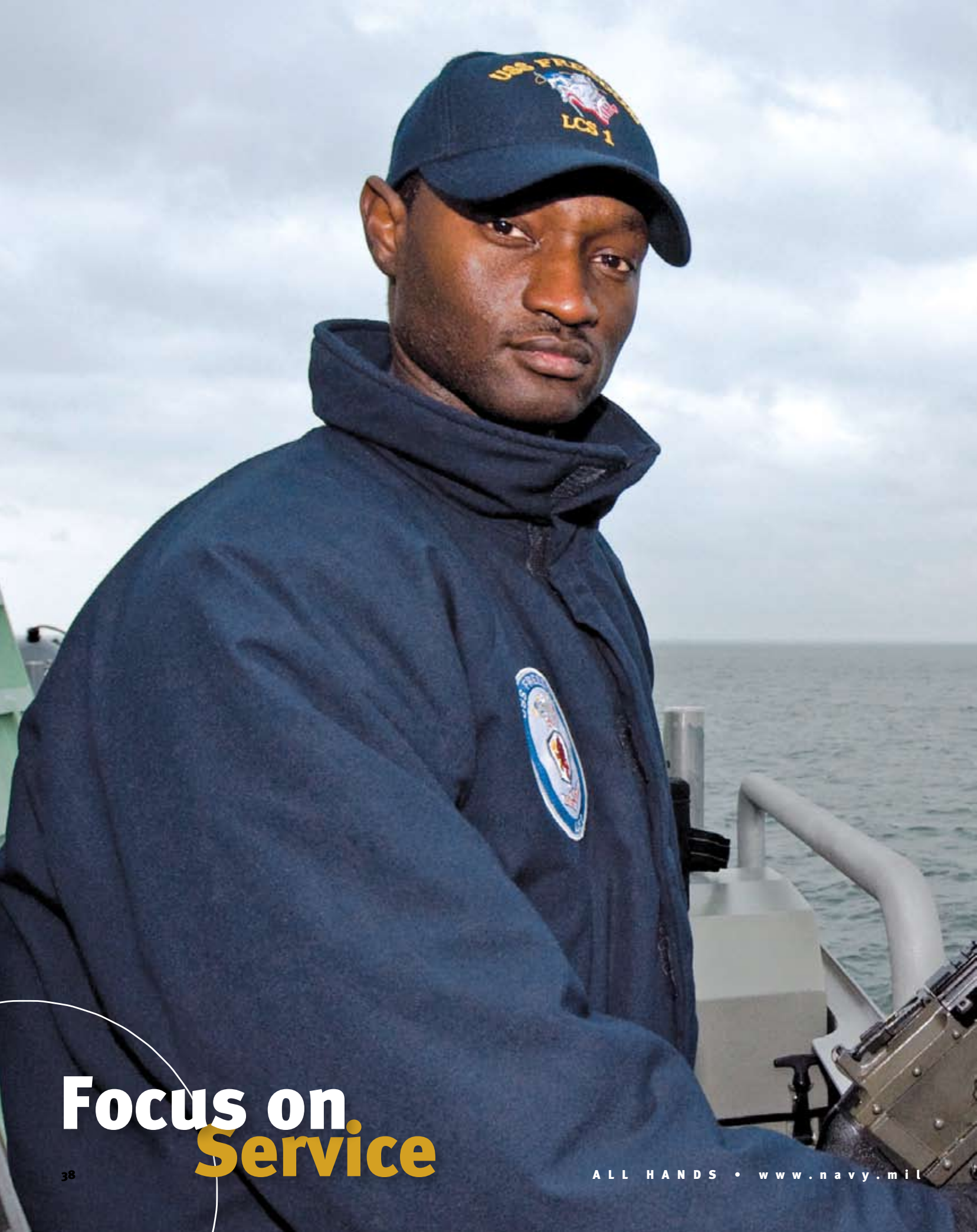
When you shut off your computer for the evening, the smart power strip will cut the power to the printer, speakers and other gadgets attached to your computer. There will be no more vampire power to keep the dials spinning on the energy meter outside of your home.

A smart energy consumer should also know the difference between standby and sleep mode. Standby power, which is the lowest amount of power a device can use without shutting off, requires the user to switch the device or appliance into standby mode and then manually switch it back on. Sleep mode, which uses more power than standby power, will switch a device into a low-power “sleep” mode after a specified period of non-use. Most computers can be placed in sleep mode and switched back to full power with a tap of the space bar on the keyboard.

In order to get a better understanding of how much power an item uses in standby mode, consumers can purchase a handheld watt meter to measure the electricity usage on each appliance.

Now that you know that power vampires aren't lacking energy in their blood with the many appliances that don't actually turn “off” when they indicate they have, keep these energy drainers in line and your energy bill down. 

Garza and Blake are assigned to Defense Media Activity-Anacostia, Washington, D.C.



Focus on Service

All in a Day's Work

Story and photos by MC2 (SW/AW) Jhi L. Scott

Culinary Specialist 1st Class Petty Officer (SW) Kevon Henry comes onboard at 5 a.m. to prep the galley for breakfast for the crew. Once that's done, he reports topside to prepare for sea and anchor detail where he line handles and mans the 240 mm guns. He then secures from sea and anchor to prep the galley for lunch. Then, there's a casualty drill, so Henry secures the galley and reports to his repair locker. It's just a normal day underway in the life of the Sailors aboard USS *Freedom* (LCS 1).

Freedom is considered by most as the ship of the future. Having a crew of only 40 Sailors, these service members have the good fortune to not only master their jobs but also learn and know everyone else's job.

"I have multiple hats aboard this ship. I have more collateral duties on this ship than I think I have had during my entire naval career," said Henry. "My primary job is as the cook on watch and normally that would be my only duty. I also play the role of a storekeeper and order supplies. I went to barbershop school, so I play the role of an SH [ship's serviceman]. I am also on sea and anchor detail, stand watch on the weather decks as a gunner's mate and I'm part of the damage control team.

With primarily all senior Sailors aboard Freedom, there is little free time. Relying on each and every Sailor to know not only their

specific job, but also everyone else's job is essential to the ship's success.


"Everybody has to know almost every station and every watch on the ship," said Henry. "These are things that I am not use to doing, but I'm a Sailor, and I knew what I was getting myself into when I was trying to come to Freedom. This will make my resume look good when my chief's package is looked at."

Being the first crew of Freedom, a fear of the unknown lurks in the back of most of the Sailors minds. Having only 40 Sailors aboard a ship that would normally carry 200 to 300 Sailors' is a challenge in itself.

"There is no time for slacking or excuses here," said Henry. "On any other ship, you could possibly get lost when work comes down the line or when a fire happen, but on this ship, everyone's on the fire party,

everyone's line handling and everyone's washing their own dishes," he added.

Freedom (LCS 1) and Independence (LCS 2) are the first two ships in the long line of ships that will make up the 21st century Navy. Being a plank owner on this ship is something these Sailors can be proud of.

"I love being aboard this ship," said Henry. "This is the direction the Navy is heading. If future LCS Sailors come here with an open mind and they're willing to learn, this program has its advantages. This has been the best experience that I've had in the Navy and it will make me a better leader, mentor and chief." 

Scott is assigned to Defense Media Activity-Anacostia, Washington, D.C.

History

The Naval War College: Educating Leaders for 125 Years

Story by Prof. John E. Jackson

Tradition holds that in October 1884, shortly after being relieved as commander, North Atlantic Station in a ceremony aboard *USS Tennessee* anchored in the harbor in Newport, R.I., Commodore Stephen B. Luce made his way by small boat to nearby Coasters Harbor Island. Once ashore, he approached a decaying building, formerly Newport's poorhouse, placed his hand on the dilapidated door and said:

"Poor little poorhouse, I christen thee United States Naval War College."

From its humble beginning as a ramshackle building donated by the citizens of Newport, the Naval War College (NWC) has evolved into one of the premiere military education institutions in the world. During the college's 125-year history, it has educated tens of thousands of students, hosted dignitaries from U.S. presidents to astronauts and contributed to the intellectual discourse of the nation in times of war and peace.

In the college's first two decades, its presidents, faculty and students contributed to the development of ideology

► **The Naval War College** had humble beginnings in a decaying building that was once the poorhouse in Newport, R.I.

▼ **The Naval War College** has evolved into one of the premiere military installations in the world.



that helped shape modern navies around the world. Particularly influential were the writings of Rear Adm. Alfred Thayer Mahan, whose landmark book *The Influence of Seapower Upon History* remains in demand more than a century after it was written.

Between World War I and World War II, the student and faculty roster included names such as Nimitz, Halsey, Spruance, King and others who ultimately won the Pacific War. In the decades following, the college educated generations of military officers and equipped them with the intellectual tools necessary to win the Cold War and to move into the 21st century.

Each year, more than 500 full-time students earn a fully-accredited Master of Arts degree in national security and strategic studies through a rigorous and rewarding 10-month course of study at NWC. Alumni include Adm. James Stavridis, commander of U.S. European Command and Supreme Allied Commander, Europe; Ambassador Christopher Hill, U.S. Ambassador to the Republic of Iraq; Army Gen. Ray Odierno, commanding general of Multi-National Force-Iraq; and Marine Corps Gen. James Cartwright, the current vice chairman of the Joint Chiefs of Staff.

The college also offers evening classes on 20 satellite campuses around the country, as well as web-based and CD-ROM-based options. Throughout most of its history, the college has focused on providing executive-level education to mid-grade and senior officers. In the past five years, it has expanded its student-body to include Sailors of all grades.

Senior enlisted personnel now attend the resident program and the Navy's introductory, basic and primary enlisted Professional Military Education (PME) programs, which are managed by NWC. The college also manages the Navy Professional Reading Program, which promotes literature as a means to capture the lessons of the past and to prepare for the future.

As the college celebrates its 125th anniversary, it continues to serve as a key player in the professional development of all Sailors. ■

Jackson is a professor assigned to Naval War College, Newport, R.I.



A World of Opportunities

Wasp Warrior

Awarded Bronze Star

Individual Augmentee

Story and photo by MC1(SW/AW) Johnny Michael

Electronics Technician 1st Class (SW/AW) Raymond McSorley, assigned to USS *Wasp*(LHD 1), recently earned a Bronze Star for his support of combat operations in Iraq while on an individual augmentee (IA) assignment.

McSorley worked as the 793rd Military Police Battalion's (MPB) electronic warfare officer and counter-improvised explosive device officer (C-IED) in Baghdad from July 2008 to February 2009.

He provided timely and accurate analysis of radio controlled IED (RCIED) threats to more than 900 Soldiers spread across 11 forward operating bases in Iraq. Facing rocket and mortar attacks during the course of his duties, McSorley accompanied combat patrols to evaluate the Army's tactics, techniques and procedures. The experience allowed him to provide Soldiers with training to better defeat RCIED threats.

"This Sailor ... was all over the country making things happen. The best thing I could hear is 'ET1 is on the job,'" said Cmdr. Richard McCormack, director of Joint Crew Composite Squadron 1's training and standardization department, Victory Base, Iraq. "His Soldiers loved him because he always had the right perspective on his mission in Iraq - protect the Soldiers and serve the unit. I wish I had more Sailors like him."

According to Army Maj. Todd Schroeder, executive officer of 793rd MPB,

McSorley was instrumental to the success of the Soldiers during combat operations in Iraq.

"ET1 McSorley's technical knowledge, hard work and persistence impressed the Soldiers of the 793rd. He always mentioned he found his tour in Iraq working in support of an Army unit interesting, a change of scenery from ship duty. During downtime, he [finished] Navy correspondence courses and always spoke proudly of Navy life and traditions."

McSorley's leading chief petty officer aboard *Wasp*, ETCS(SW/AW) Larry Novak, was not surprised by the praise given to McSorley.

"He came back from that IA and volunteered to get underway for our five-week surge," said Novak. "He then single-handedly restored off-ship connectivity by fixing the ship's extremely high frequency satellite communications equipment."

McSorley said that earning the Bronze Star was an honor, and he is proud to have served alongside the Soldiers of the 793rd.

"They were amazing," he added.

Michael is assigned to USS *Wasp* (LHD 1), Norfolk.



▲ (SW/AW) Raymond McSorley served as an electronic warfare and counter-improvised explosive device officer while deployed to Baghdad. He received a Bronze Star upon his return to USS *Wasp* (LHD 1).



Never Forget

09.11.01